

A NAVAL FIGURE

Notable Officer Chosen to Raise Old Glory.

Nearly Half a Century in the Service of His Country—Has Been Active and Alert Always.

Rear Admiral Miller, the ranking officer in the navy, on whom the honor of hoisting the American flag over Hawaii falls, has had a long and honorable and eventful career in the navy, extending over a period of forty-seven years. He was born in Springfield, Ohio, in 1836. Receiving a high school education, he was appointed to the Naval Academy as acting midshipman October 1, 1851, graduating in June, 1854, and standing No. 3 in his class and first in mathematics. For the next two years or more young Miller served on board the flagship Independence in the Pacific squadron. It was forty-three years ago that he came around the Horn to San Francisco on the Independence, which since 1856 has been doing duty as a receiving ship and has been for many years located at Mare Island Navy Yard.

After this cruise Miller was ordered to duty at the Naval Academy in the department of ethics and English studies. From November, 1858, to September, 1860, he served on the Preble, being in the Paraguay expedition and in the home squadron, assisting in the capture of the steamers General Miramon and Marquis de la Habana off Vera Cruz, Mexico, on March 6, 1860.

Returning to the Naval Academy at the end of this cruise he remained there as an instructor until the breaking out of the civil war in 1861, when he was ordered to the brig Perry, then fitting out in New York. This vessel was employed in blockade duty, and on June 3, 1861, captured off Charleston the privateer Savannah, which sailed under the first letter of marque issued by the Southern Confederacy. In November, 1861, Miller was transferred to the steamer Cambridge as executive officer, and was in the action in which the Cumberland and the Congress were destroyed by the Merrimac March 12, 1862. In May he was transferred to the training ship John Adams, and in August at his own application for active service he was assigned to the monitor Passaic, having been promoted to the rank of lieutenant commander.

While attached to the Passaic he participated in the naval attack on Fort McAllister, in March, 1863, and in the attack on Fort Sumter in April. In June he was assigned to duty with Admiral Gregory, superintending the construction of ironclads at New York, and in September he was sent on the ironclad Sangamon to assist in blockading Charleston.

Lieutenant Miller was given his first active war command, the monitor Nahant, in April, 1864, and the next month took part with that ship in an attack on Fort Sumter. Later, while on the monitor Monadnock, he was engaged in both attacks on Fort Fisher, in December, 1864, and January, 1865.

After the war he was successively head of the Departments of Seamanship and English Studies, until in September, 1867, he was ordered to the steamer Powhatan in the South Pacific squadron and served on that vessel in the Pacific and Gulf of Mexico until January, 1870, when he was promoted to commander. After a short stay at the New York navy yard Commander Miller was ordered as chief of staff to the South Pacific station, serving in that capacity until December, 1872, and also for a considerable period as commander of the Ossipee.

In November, 1873, after a short service as executive officer of the naval station at New London and as assistant hydrographer in Washington, Miller was ordered to the command of the Ajax, which was sent to Key West in anticipation of trouble with Spain. After the threatened trouble had passed, he was again ordered to the hydrographic office, and in August, 1876, was given the command of the United States steamer Tuscarora and ordered to run a line of deep sea soundings from the Hawaiian Islands to the Fijis and Australia. Miller then served on shore duty as assistant to the Bureau of Yards and Docks, as inspector of the lighthouse district comprising lakes Huron, Michigan and Superior and on special duty at the Navy Department.

His promotion to captain came in 1881, and since that time he has commanded the receiving ships Wabash and Vermont, the flagship Tennessee of the North Atlantic squadron, the flagship Chicago of the squadron of evolution, and as captain of the New York navy yard and member of the Jeanette court of inquiry.

After his promotion to commodore, Miller was given the command of the Boston navy yard, and on his promotion to the grade of rear admiral in March, 1897, on the retirement of Ad-

miral Walker, he was ordered to England as the naval representative of the United States, hoisting his flag on the armored cruiser Brooklyn. Rear Admiral Miller was present in London at the Queen's Jubilee as naval representative, and with his flagship was at the naval review at Spithead.

Upon completion of this duty he was given command of the Pacific squadron, assuming command at Honolulu, August 14, 1897, relieving Admiral Beardslee. He remained at Honolulu until last May. During this period he was constantly expecting the annexation of the Islands, and the consequent unfurling of the national colors at Honolulu as the signal of the union. The errand upon which he now attends, is, therefore, no surprise to him.

Rear Admiral Miller, since his return to the United States, has, in addition to his other duties as commander in chief of the Pacific squadron, been placed in charge of the naval defenses of the coast and of the auxiliary naval force. By the retirement of Rear Admiral Kirkland on July 4 Miller is now the senior admiral of the navy on the active list.

OLD TROOP SHIP

Capt. "Ben" Whitney's Recollections of Transports.

'Twas Many Years Ago—Not a Great Deal of Attention for the Old Time Boys—No Pie.

Cap'n Ben, the pilots watchman, was listening to the strains of the Pennsylvania's band the other evening. The sun had just sunk from sight around Barber's point and carriages were going to and from the Mail wharf where the big transport was moored. It was then that he told of the quiet way, in which the men of the North left for the battle fields of Cerro Gordo, Chapultepec and Vera Cruz during the Mexican war of the later '40s.

There were no women around the old ship on which he was stationed as she swung at anchor off Governor's Island in New York harbor. They shed their tears at home in those days. There might have been buttons with "Remember the Alamo" on them, but Cap'n Ben didn't think there was. Fair hands brought no pie to the hungry boys. There were no snap shots by kodak fiends to send to home and mother. Somehow or other, the lads got along without these things. Eighteen days on salt pork and cabbage is rather a long stretch but that was all the food of the troopship of '47 that had Cap'n Ben and his comrades all the way to Vera Cruz. Then there was a long march over the burning sands to the City of Mexico. There had been no stopping off place for the seafaring boys to find sympathizing friends and send word back to New England that they had eaten no other pie for many weeks. Salt pork and sauer kraut with coffee, morning, noon and night. Cap'n Ben got sauer kraut logged and can't look at a head of cabbage without becoming nauseated now a days.

The return by the old side-wheeler Massachusetts, which broke the record of those days by making the trip in 13 days was more pleasant. Upon the arrival of the victorious army after their two years' campaign in Mexico a good deal of fuss was made over the soldiers in New York and Boston. "But not a bit, nothin'," said grizzled Cap'n Ben, "compared to what these youngsters are gettin'. Somehow we didn't feel so rich in those days and the main thing was to get back to the farm, get the crop in and go out fishin' for all us Maine men were more or less sea farin'."

Later on, when misfortunes came, and Cap'n Ben reminded Uncle Sam through the pension office in his service in the war of '48, reward came promptly, and comes every three months still, in the small amount allotted to pensioners of the Mexican war. Once, some ferret, in the pension office in Washington thought he had picked a flaw in Cap'n Ben's record and wrote on saying he wanted affidavits of birth and other things that for sixty years he had long quit worrying about. But plenty of letters went from Honolulu to Washington, showing that Cap'n Ben had not only been a soldier of the Mexican war but master of an American ship as well and never again has he been questioned by the pension office.

Inspector Peterson.

Dr. Chas. A. Peterson, who for some time has been business manager of the Evening Bulletin, has been commissioned Immigration Inspector and will devote all of his time to the duties of the office. This assignment involves considerable traveling in the group. Dr. Peterson is well known here and is esteemed for many good qualities. He has been successful both as a local practitioner and as a government physician and brings to the new position experience of the right sort. The succession to Dr. Peterson on the Bulletin has not yet been decided upon.

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1990-2t

A STRONG REQUEST

Tram Company's Address to a Minister.

Recites That It Holds Many Privileges—Reference to Various Acts—Vested—Rights.

Below is the text of the Tram Company to the Government, re double tracks and electric power. As was remarked yesterday, the issues raised will be referred to the Supreme Court. As the new Transit Company is interested, though it is to use compressed air for power there will be a number of attorneys for the Minister of Interior.

Honolulu, H. I., July 29, 1898.
To the Honorable J. A. King, Minister of the Interior.

Sir:—The undersigned, the Hawaiian Tramways Company, Limited, respectfully represents, that by the provisions of Chapter XVIII of the Session Laws of 1886, it was granted the right of laying a double track upon certain streets in Honolulu therein named.

That by the provisions of Chapter LXXIV, Session Laws of 1890, it was granted permission to use electric traction for the moving of its cars.

That by the provisions of Chapter CVII of the Session Laws of 1892, the latter permission was confirmed.

That by further provision of the Act last named the undersigned was empowered to contract with the Hawaiian Electric Company, Limited, to furnish it with electric power for use on any of its tracks, whether the same are within the District of such Hawaiian Electric Company, Limited, or not, and the undersigned now contemplates making such a contract.

That by Act XXIV of the Session Laws of 1895 it was attempted to de-

prive your petitioner of the right to use and exercise the powers granted by the Act of 1890 aforesaid; which last named Act the undersigned claims is inoperative, inasmuch as it purports to abrogate a right which had become vested.

That the undersigned being desirous of exercising the right of doubling its track on certain of the streets named in Chapter XVIII of the Laws of 1886, and now occupied by it, to wit, on Bereania Street and on King Street and on the Waikiki Road, and the right of operating its line by electricity, granted to it as above set forth, desires to bring the matter to the attention of the Executive Council and to obtain the approval of the Executive Council of the proposed action in order that possible misunderstandings may be avoided, and that the proposed improvement of the street system of the Company may be carried out in accordance with the views of the Executive Council.

To that end and without waiving any right or claim of right now pertaining to it, and without prejudice to any power now vested in it by law, the undersigned respectfully requests the sanction of the Government to the proposed construction of double tracks and to the use of electric traction by the overhead trolley system upon the streets now used by it.

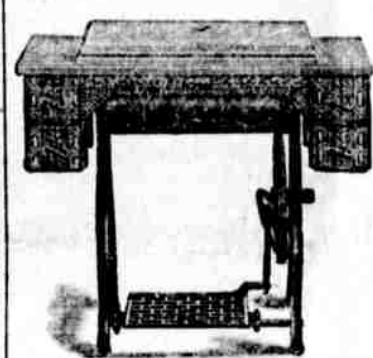
Respectfully submitted,
HAWAIIAN TRAMWAYS CO., Ltd.
By its attorneys: Paul Neumann, E. M. Hatch.

About one month ago my child, which is fifteen months old, had an attack of diarrhoea accompanied by vomiting. I gave it such remedies as are usually given in such cases, but as nothing gave relief, we sent for a physician and it was under his care for a week. At this time the child had been sick for about ten days and was having about twenty-five operations of the bowels every twelve hours, and we were convinced that unless it soon obtained relief it would not live. Chamberlain's Colic, Cholera and Diarrhoea Remedy was recommended, and I decided to try it. I soon noticed a change for the better; by its continued use a complete cure was brought about and it is now perfectly healthy.—C. L. BOGGS, Stumptown, Gilmer Co., W. Va. For sale by all druggists and dealers. Benson, Smith & Co., Ltd., agents for Hawaiian Islands.

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